

that the break in the hull did not occur where historically it had been thought to have happened, but rather 25 feet ahead of the forward end of the hull addition.

So, in fact, it is likely that even the strongest of steel hulls might well have broken apart if caught on the Sand Island reef and subjected to the pounding that the storm gave SEVONA. What is all the more sad about the loss of SEVONA and her seven men is the fact that Sand Island is the most south-westerly of the Apostle Islands, and had SEVONA not run foul of its shoals, she very likely would have been able, running before the wind, to make the journey of a bit more than fifty miles back to the safety of the harbour at Superior, from whence she so recently had sailed.

To this day, there stands on Sand Island a significant structure. Sam Fifiel was a former Wisconsin state senator and Lt. Governor, and also postmaster at Ashland, Wisconsin. He was known to hold a miniature Chautauqua on Sand Island, and he would invite school teachers and ministers. He would take them out for excursions on the lake in his yacht STELLA and, after the stranding of SEVONA, he would use the STELLA to take such visitors out to see the wreck. Fifiel gathered up wreckage which came ashore from the SEVONA wreck, and he used the wood to build what he called the Sevona Memorial Cottage. In 1976, this interesting building was listed on the National Register.

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Ed. Note: We extend our most sincere thanks to longtime T.M.H.S. member (No. 104) Bob MacDonald for putting together this feature for us. And there's nobody who could do it better, because Bob's grandfather was Capt. Donald S. McDonald, who was lost in SEVONA. In addition, Bob personally has visited the wreck area and has spoken with local people who were there in 1905 and recalled the event. Bob gratefully acknowledges the assistance of two other stalwart T.M.H.S. members, Pat Labadie and Jack Messmer, who assisted with the early history of the EMILY P. WEED.

The first four photos of the ship came from the author's collection, while the Young photo and the wreck view are from the Editor's albums. The 1894 Soo view is believed to have been taken by local photographer Allan Fanjoy, as was an 1895 view which we could not reproduce. The drydock photo was taken by C. F. Barry, of West Superior, Wisconsin. The view of the unlengthened SEVONA underway loaded came to Bob MacDonald from T.M.H.S. member Ralph K. Roberts, of Saginaw.

The copies of the two WEED/SEVONA enrollment certificates come from Bob MacDonald. We reproduce them here, not because we have not already mentioned their contents in the text, but because we find them very interesting and we know that many of our readers will never have seen such a document.

If any members have any additional information concerning the life or death of the steamer EMILY P. WEED / SEVONA, we would be pleased to hear from them so that we might compose a follow-up article for a future issue.

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WINTER WEATHER

Weather conditions during the winter are unlikely to force cancellation of a T.M.H.S. meeting unless the situation is really severe. Nevertheless, if conditions on the day of a meeting are such as to give members reason to wonder whether a meeting will take place, they may phone Gordon Turner at (416) 762-3130 for information. We hope, however, that we will be blessed with good weather on each of our winter meeting nights!

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